

CALIFORNIA COASTAL COMMISSION

LCP PLANNING

GRANT APPLICATION FORM

SEPTEMBER 5, 2013

For Fiscal Year 2013-2014, Governor Brown and the California Legislature approved an augmentation of \$1 million to the California Coastal Commission's budget to support local governments responsible for planning under the California Coastal Act (Coastal Act) to develop or update Local Coastal Programs (LCPs). A full description of the grant program is available <http://www.coastal.ca.gov/lcp/LCPGrantProgram.html>.

Coastal Commission staff is available to work with local governments and to assist you during the application process. Please note the entire grant application will be public record upon submittal. Click in the shaded text fields to enter text, numbers and dates. The fields will expand to accommodate the data. Press the tab key to move between fields.

APPLICANT INFORMATION

Applicant name (organization): City of Santa Monica



PROJECT INFORMATION

Project title: City of Santa Monica LCP: LUP Update and Implementation Plan

LCP/ LCP Segment: City of Santa Monica

Project location: City: Santa Monica

County: Los Angeles

Project timeline: Start date: March 2014

End date: April 2016

1. PROJECT DESCRIPTION

- a. The goals and objectives of your project: Include a description of how you will accomplish each objective, and how your objectives will accomplish your goals.

The Los Angeles County Metro Rail system's extension of the Expo Light Rail line to Santa Monica will be a major benefit to the City's Coastal Zone access. Locally, the City is implementing a bikeshare system, bicycle lanes and facilities, multi-modal wayfinding, and capital improvements to provide first and last mile connections. The City is planning to leverage these investments to improve local sustainability and active transportation, improve the coastal environment, and address new State climate change statutes. The Land Use and Circulation Element (LUCE), adopted in 2010, as well as the Downtown Specific Plan (in progress) both integrate these elements with livability principles and conservation techniques. The City proposes to develop an updated Local Coastal Plan, including an updated Land Use Plan and an Implementation Plan certified by the Coastal Commission, to reflect these changes in investment and policy. The goals and objectives are as follows:

Goal #1: A certified LCP consisting of an updated Land Use Plan, consistent with the City's adopted General Plan and Specific Plans in the Coastal Zone, and an Implementation Plan.

Objective 1.a: *Identify the needed updates to LUP policies based on all current General Plan and applicable specific, area or other implementation plan policies to ensure that they are reflected in the LUP.*

Strategy: City staff will review the current LUP and all relevant land use and circulation policy documents to identify priority LUP revisions needed. Key documents to be reviewed include:

- 2010 Land Use & Circulation Element (LUCE) (adopted)
- Downtown Specific Plan (draft; anticipated adoption in Spring 2014)
- Civic Center Specific Plan (adopted)
- Bicycle Action Plan (adopted)
- Pedestrian Action Plan (draft; anticipated adoption in 2014)

City staff, supported by consultants with specific expertise, will work with California Coastal Commission (CCC) staff to develop proposed revisions and review for consistency with CCC policy objectives. The narrative description of current conditions will be updated to also include changed conditions and major transportation improvements such as the Expo Light Rail line.

Objective 1.b: *Engage the community in updating the LUP to be consistent with adopted policy in the coastal area.*

Strategy: City staff will hold community meetings, conduct outreach with relevant commissions and create opportunities to provide information and receive public input. A project website will provide information and resources for community participation. The project's purpose to update the LCP with adopted City policies and incorporate coastal zone policies will guide outreach.

Objective 1.c: *Develop an implementation structure that incorporates coastal policy review within the planning permit process.*

Strategy: City staff will evaluate effective and efficient processes, using examples and consultant expertise, for integrating coastal permitting into Santa Monica's permit procedures and identify a proposed process.

Goal #2: A certified LCP supporting reduced greenhouse gas emissions and State climate change policies.

Objective 2.a.: *Assess risk based on climate vulnerability and develop policy proposals to address potential threats to the City's coastal zone.*

Strategy: Leverage research being conducted in the region to establish a stronger understanding of environmental conditions and risks that should be considered in coastal zone policies. Staff will build on adopted policies, strategies and benchmarks set forth in the City's Sustainable City Plan (updated 2006) and Climate Action Plan (adopted 2013).

Objective 2.b.: *Involve the environmental community and community stakeholders in the planning process and make the connection between transportation measures and reducing GHGs.*

Strategy: Staff will engage a working group to exchange information and support policy development that is well-grounded in scientific research and data, with participation from such groups as Heal the Bay, the Santa Monica Bay Restoration Commission, USC Sea Grant, Office of Sustainability and the Environment and the Coastal Commission staff. Community stakeholder groups including Santa Monica Spoke (a chapter of the LA County Bicycle Coalition), Santa Monica Walks, and others will also be engaged.

Objective 2.c.: *Utilize research conclusions as appropriate in the LCP Implementation Plan.*

Strategy: Staff and consultants will incorporate relevant provisions of the research and LUP update into development of the Implementation Plan. Early and frequent communication with Coastal Commission staff as appropriate is envisioned to ensure that the Plan's development will support the City's adopted policies and objectives and CCC policies.

- b. Project details:** Include a specific description of how the planning project will be carried out, including specific plans for community outreach and how the project addresses the adopted priorities and criteria:

Beginning in Spring 2014, the draft LCP project will be prepared over a 24-month period with community input, with additional Coastal Commission hearing dates possibly outside the project timelines. The following outlines the major steps of the process:

- I. Finalization of Grant Award and Notice to Proceed
- II. Identify assigned project staff (including a grant-funded limited-term; .5 FTE for the project); assess the current LUP; and develop an RFP for technical consultant assistance for environmental policy and the implementation plan
- III. Convene the inter-departmental staff team; review current document and adopted specific plans; review of current coastal transportation investments (Expo Light Rail, parking wayfinding signage, bikeshare and bike infrastructure, etc.) and future investment funding; gather data
- IV. Community outreach to focus on addressing environmental policies and strategies, transportation and access improvements
 - a. Meet with working group for input
 - b. Launch and maintain a project website
 - c. Hold community workshops and meetings (2-3)
 - d. Regular consultations with Coastal Commission staff
 - e. Scheduled updates with Planning Commission and Council
- V. Research; development of draft policy proposals; review by staff team and working group
- VI. Prepare Administrative Draft of LUP and Implementation Plan
- VII. Review with staff team and working group
- VIII. Public Draft Release and additional community outreach including Taskforce on the Environment, City boards & commissions and stakeholders
- IX. Adoption Hearings: Planning Commission, City Council
- X. Submit for Coastal Commission Certification

As a project that will result in an updated Land Use Plan and a certified LCP for the City of Santa Monica, this proposal is highly consistent with the adopted priorities and criteria for the Grant Program, as detailed in the following paragraphs:

i. Public Benefit/Significance

Please describe the extent to which the proposed LCP planning project will: (1) address issues of statewide significance and (2) maximize public benefits of the coast.

The Santa Monica coastline experiences some of the highest volumes of concentrated public access to coastal areas in Southern California and the State. An open publicly-accessible beach extends along the entire length of the City and includes the hugely popular Landmark Santa Monica Pier, which has been an affordable and accessible beach destination for more than 100 years. Although a small-midsize city with a population of 90,000, Santa Monica welcomed an estimated 7.3 million visitors from outside Los Angeles County in 2012 and millions more from within the County. For Los Angeles County residents, Santa Monica's beach and Pier provide a lower cost option for a family day trip, which will soon be accessible by Light Rail, only a train ride away. Santa Monica's LCP was last done in 1992 and needs to be updated to reflect regional changes in transit access such as the Expo Light Rail, Metro Rapid Bus, and bicycle,

pedestrian and wayfinding improvements to coastal access, as well as changes in local sustainability and land use policy.

When the Exposition Light Rail begins operation in early 2016, its trains will deliver thousands of riders a day to Santa Monica's Coastal Zone (4th Street and Colorado Boulevard). In anticipation of surges of beachgoers with each arriving train, Santa Monica is constructing a pedestrian promenade and separated bikeway from the station to the Pier (the "Colorado Esplanade"). The City has also implemented a Bike Center and adopted a citywide Bike Action Plan, including measures to enhance access and visitor experience in the Coastal Zone. The LCP update will incorporate these access upgrades as well as the parking wayfinding and other support facilities.

Since the 1992 LUP adoption, the City has adopted a new Land Use and Circulation Element (LUCE) that proactively addresses vehicle congestion and takes a multimodal approach to circulation supported by a land use plan. The LCP, along with the LUCE and the City's emerging Downtown Specific Plan, will maximize public benefits of the Coast, while continuing to provide sufficient automobile access and parking, including accommodations for people with disabilities. A balanced approach to transportation sets the foundation for access and regional sustainability to promote GHG reduction.

Santa Monica also adopted a Sustainable City Plan in 1996 and continually develops metrics to measure seven major areas of sustainability. The LCP project will incorporate the City's current approach to sustaining a healthy environment in the coastal zone, including consideration of strategies to address climate change and preparation for potential sea level rise.

ii. Relative Need for LCP Update/Extent of Update

Describe the need for the proposal. For example, when was the LCP last updated in whole or in part? Is there an urgency related to the specific planning issues to be addressed? What is the scope of the effort?

Significant changes in policy and investment have been made since the 1992 adoption of the LUP that affect coastal access and land use, as well as growing understanding of the impacts of climate change on coastal areas. Additionally, Santa Monica's current LCP consists of an adopted Land Use Plan without an Implementation Plan. As a result, the City does not maintain permitting responsibility over the coastal area within its boundaries. The City of Santa Monica is submitting this proposal to update the 1992 LUP and develop an Implementation Plan to reflect current data and understanding of environmental issues, current land use and circulation policy, and major regional transit investments (Expo Light Rail, Metro Rapid Bus, etc.). This approach has significant implications for the protection of the coastal area by reducing greenhouse gas emissions, "lightening the footprint" of coastal visitors while improving their qualitative experience, and reducing pressure to utilize valuable land resources, including sandy beach areas, for automobile parking.

The scale of these changes amplifies the significance of adopting and certifying an updated LCP that reflects evolving transit access and multi-modal Downtown circulation patterns as well as known information pertaining to sea level rise and climate change

potential. There are also Civic Center Specific Plan amendments that need to be incorporated into the LUP, and an updated description of existing conditions will need to acknowledge several completed Civic Center projects including the Public Safety Facility, Civic Center Parking Structure, recently-opened Tongva Park between Main Street and Ocean Avenue, roadway circulation changes, and the mixed-use development (the Village) scheduled to complete construction in 2014.

The land use policies in the residentially zoned portions of the Coastal zone, south of the Civic Center and north of Downtown, as well as some smaller pockets of residential development along Pacific Coast Highway, are not anticipated to need significant updating due to local conservation policies.

Santa Monica's Office of Sustainability and the Environment (OSE), is tasked with implementing the adopted Sustainable City Plan (SCP). The LCP project would build on SCP policies and efforts to restore and maintain the health of the coastal environment. The City has submitted a LCP Sea Level Rise Adaptation grant application on behalf of a regional consortium to study risk and climate vulnerability. The data yielded from that study, if funded, is anticipated to be incorporated into this LCP effort and is assumed to reduce the cost of the LCP update.

Additionally, the City intends to develop a document with a more user-friendly format and higher quality illustrations, including maps, tables and other graphics to replace current LUP, which was produced prior to technological improvements and digital mapping capabilities.

iii. Addressing the Effects of Climate Change

Please describe how the proposed project addresses the effects of climate change, including sea-level rise and other coastal hazards.

The effects of climate change were not studied in the 1992 LCP, and the proposed update would comply with current State Law by considering potential implications of climate change and sea-level rise in the coastal zone, with particular emphasis on issues related to the Pier, beach and residential land uses along PCH and in Ocean Park. Advances in science and new information will enable the City to incorporate appropriate policies into the LCP update to protect the coast and inhabitants of the coastal area.

As noted earlier, adopted City plans and transportation investments have changed the landscape since the prior LCP to address sustainability, in terms of community-wide sustainability and active transportation, and these changes need to be incorporated into an updated LCP. The City has set targets in the SCP to reduce GHG emissions and has adopted certain strategies to achieve those goals. Among the most important implementation strategies are the City's multi-modal circulation policies set forth in the LUCE to improve access to the beach area, aimed at managing vehicle congestion, increasing bike, pedestrians and transit options, and reducing per capita vehicle miles traveled (VMT). These would be incorporated into the LCP update along with updated

policies based on the study of new environmental data to address GHG and VMT reduction in the sensitive coastal environment.

iv. Likelihood of Success/Effectiveness

Please describe the planning process, steps or mechanisms for coordination with the Coastal Commission staff and the public, and how this grant would advance that process.

The planning process will incorporate phases of assessment (existing conditions, policy, coastal objectives, and capital investments), research coming from evolving understanding of climate change and sea-level rise, community engagement, and development of policy recommendations. Coastal Commission staff and the public will be consulted at multiple stages of the process, as consultations, information sharing and input sessions. Coastal Commission staff will also be consulted in the initial evaluation of priority policy issues in the coastal zone.

To ensure that the project retains the support of City constituents, decision-makers, and the Coastal Commission, a broad participation strategy will be developed, including a strong inter-departmental partnership with the Office of Sustainability and the Environment and collaboration with local environmental organizations and institutions. Regular communication will be maintained with Coastal Commission staff to make sure that their issues are being addressed, as well as a schedule of City Council updates. City staff identified in the Strategic and Transportation Planning Division, supported by the grant-funded position, and by consultants with expertise in developing sea level rise policies and implementation plans, as well as familiarity the Coastal Commission certification process, will ensure that the project stays on track.

During the City's previous effort to develop an LCP, which was ultimately not certified by the Coastal Commission, one of the key issues of disagreement was whether the City could sufficiently accommodate visitors to the northern beach areas after the 1990 passage of local Proposition S, which prohibits certain types of new visitor uses north of the Santa Monica Pier. In the interim, the City has developed its property at 415 PCH with a high quality public beach club and historic resource restoration, which has activated the northern beach area and offers a rich and inviting beach experience that is open to all. Furthermore, beach areas continue to be easily accessible from many points of entry. Therefore, the City anticipates that this renewed effort to certify an LCP has much greater likelihood to succeed in being certified by the Coastal Commission.

v. Workload and Permit Streamlining

Describe how this project may contribute to a more efficient and streamlined permitting and post-certification process.

Because Santa Monica does not have a certified Implementation Plan, the Coastal Commission retains responsibility for coastal permit issuance which occurs subsequent to any local permit review and approval. Development of an Implementation Plan would allow City staff to evaluate applications in the Coastal Zone and issue Coastal Permits concurrently with other permit approvals. Concurrent review could avoid potential inconsistencies in the permit review process, and support consistency in the application

of standards and policies to each project. Per discussion with South Coast Region Coastal Commission staff, City staff understands that certifying the City of Santa Monica's LCP is considered a high priority and that the City is encouraged to develop a new LCP. The transfer of permitting authority to the City would produce a substantial statewide benefit in terms of promoting consistency and reducing State staffing workload.

vi. Project Integration/Leverage/Matching Funds

Please describe how this grant application will contribute to efficient use of informational resources, and any existing resources.

Santa Monica has recently engaged in a number of planning efforts than can be used as resources for a more efficient LCP process, including significant outreach efforts, policy development and data collection. Prior to undertaking the LUP update, City staff will be making some targeted adjustments to the existing LUP for consistency with the emerging Downtown Specific Plan, which is anticipated to be adopted in early spring of 2014. This is an advantage for the timing of the proposed LCP update process, which can leverage and integrate these efforts while the same major conditions and priorities prevail. Additionally, the City has applied, together with a regional consortium, for grant funding to research sea level rise impacts. This study would provide information regarding climate vulnerability and risk assessment as a basis for developing LCP policies for Santa Monica. The information yielded from this research can be leveraged to significantly advance the policy discussion to arrive at well-supported policy and regulatory recommendations.

In submitting this application, the City commits to providing in-kind staff time to manage the LCP update process, guide and review the document, and participate in final production of all deliverables. It is anticipated that a Senior Planner will oversee the project working closely with the grant-funded .5 FTE planner for the project and limited involvement of the Strategic and Transportation Planning Manager as needed at key junctures. City in-kind staff time, inclusive of benefits, over the two-year period is estimated at approximately \$89,460.

A WORK PROGRAM AND SCHEDULE. Provide a work program and schedule for implementation of the project, including anticipated benchmarks for LCP and or LCP amendment development and review for the project, using the template provided below. Funds will not be available until early spring 2014 and some work tasks must be scheduled to begin on or before April 30, 2014 with completion on or before April 30, 2016.

SCHEDULE

Proposed starting date: March 3, 2014

Estimated completion: April 30, 2016.

TASK	Complete Date:
Task 1. Project Initiation; LUP analysis; team set-up, grant set-up	Start: March 2014
1.1 Initiate identification of grant-funded staff person	Upon grant award
1.2 Finalize Grant/State contract/Account set-up	
1.3 Form City Inter-departmental Project Team; establish working group participation; establish communication schedule with Coastal Commission staff	
1.4 Develop RFP and hire consultant(s)	
1.5 Contract approval of consultant & budget	
Outcome/Deliverables State notice to proceed; Team kick-off; Detailed scope and project schedule to complete project by April 2016; Executed consultant contract(s)	Projected Completion date: June 2014
Task 2. Data Gathering, Research, LUP update	Start: June 2014
2.1 Kick-Off Meeting	
2.2 Gather existing conditions information, transportation capital investment program, data, assessment	
2.3 Data analysis; determine research needs and methodology	
2.4 Memo identifying LUP areas of revision	
Outcome/Deliverables Assessment memo, detailed outline of LUP	Projected Completion date: October 2014
Task 3. Community outreach – Phase I	Start: August 2014
3.1 Meet with working group	
3.2 Develop & launch project website	
3.3 Outreach to City Boards & Commissions	
3.4 Hold first community meeting	
3.5 Planning Commission study session	
Outcome/Deliverables Project website; Meeting notes, summaries	Projected date: December 2014
Task 4. Policy Proposal Development	Start: November 2014
4.1 Prepare a draft policy recommendation based on research findings and outreach	

4.2 Draft annotated LUP with highlighted revisions	
4.3 Review meetings: Planning Commission, Task Force on the Environment, Council	
Outcome/Deliverables Draft annotated LUP; Policy recommendation memo; staff reports	Projected Completion date: July 31, 2015
Task 5. Administrative & Public Drafts	Start: August 2015
5.1 Format LUP into document format template (Administrative Draft)	
5.2 Draft the Implementation Plan (Administrative Draft)	
5.3 Staff team and working group review	
5.4 Revise and finalize/release public draft	
5.5 Community Outreach – Phase 2: Public workshop; Planning Commission, Task Force on the Environment, Council review meetings	
5.6 Planning Commission/Council study sessions	
Outcome/Deliverables Administrative Draft of LUP and Implementation Plan; Public Draft; notification	Projected Completion date: December 2015
Task 6. Final Draft; Adoption	Start: January 2016
5.1 Revise/release Final Draft	
5.2 LCP Adoption hearings	
Outcome/Deliverables Final Draft; Adopted LCP	Projected Completion date: April 2016
Task 7: Submit Adopted LCP to Coastal Commission for Certification	April 2016

BENCHMARK SCHEDULE

ACTIVITY	COMPLETION DATE
Contract Complete; Notice to Proceed	June 30, 2014
Assessment memo completed	October 31, 2014
First Community Workshop	November 30, 2014
Draft Policy Recommendations memo & discussion hearings	July 31, 2015
Release Administrative Draft	September 1, 2015
Release Public Draft	November 1, 2016
Second Community Workshop	November 30, 2015
Planning Commission/Council Study Sessions	November-December 2016
Release Final Draft	February-March 2016
Adoption Hearings	April 30, 2016

2. **A BUDGET.** Please provide a proposed budget, including the Application Budget Information and a Budget Summary, using the provided Application Budget Form.

APPLICATION BUDGET INFORMATION

Funding Request: \$250,000

Total Project Cost: \$339,460

PROJECT FUNDING SOURCES

TASK NUMBER	TASK	TOTAL COST	ALLOCATION OF TOTAL COST AMONG ALL FUNDING SOURCES			
			APPLICANT'S FUNDING	LCP GRANT FUNDING	OTHER FUNDS (DEFINE BELOW)	OTHER FUNDS (DEFINE BELOW)
1	PROJECT INITIATION; LUP ANALYSIS; TEAM SET-UP, GRANT SET-UP	\$21,440	\$8,940	\$12,500		
2	DATA GATHERING, RESEARCH, LUP UPDATE	\$75,920	\$13,420	\$62,500	OPC SEA-LEVEL RISE GRANT: \$319,000	
3	COMMUNITY OUTREACH – PHASE I	\$76,840	\$26,840	\$50,000		
4	POLICY PROPOSAL DEVELOPMENT	\$75,920	\$13,420	\$62,500		
5	ADMINISTRATIVE & PUBLIC DRAFTS	\$67,890	\$17,890	\$50,000		
6	FINAL DRAFT; ADOPTION	\$21,450	\$8,950	\$12,500		
TOTAL		\$339,460	\$89,460	\$250,000	\$319,000	

In-kind Services: **\$89,460**

In-kind services are calculated using the time available for current staff members to oversee and assist in the project. This includes approximately one-third of the time of the project's Senior Planner (1,120 hours over the two year project period), who will oversee the work of the grant-funded project lead planner to ensure a successful project that is completed within the required timeline.

BUDGET SUMMARY

Grant Application Budget Form

Organization Name: City of Santa Monica

Project Title: City of Santa Monica LCP: LUP Update and Implementation Plan

Requested Amount: \$250,000

	Grant Request Budget	Total Project Budget (if different)
Personnel:		
Salaries and Wages ⁽¹⁾	<u>\$83,110</u>	<u>\$149,380</u>
Benefits ⁽²⁾	<u>\$29,090</u>	<u>\$52,280</u>
<i>Total Personnel</i>	<u>\$112,200</u>	<u>\$201,660</u>
Operating Expenses		
Postage/Shipping	<u></u>	<u></u>
Supplies/Materials ⁽³⁾	<u>\$6,300</u>	<u></u>
Travel ⁽⁴⁾	<u>\$1,500</u>	<u></u>
Indirect Costs ⁽⁵⁾	<u></u>	<u></u>
Other:		
<u>Consultants</u>	<u>\$130,000</u>	<u></u>
	<u></u>	<u></u>
<i>Total Operating Expenses</i>	<u>\$138,000</u>	<u></u>
Total Budget	<u>\$250,000</u>	<u>\$339,460</u>

(1) See Project Budget Sheet, In-kind match

(2) See Project Budget Sheet

(3) Major supplies and materials:

Printing:	\$4,000
Newspaper notices:	\$1,500
Workshop materials	\$800

⁽¹⁾ Attach an explanation of rate(s) and hours for each position for which funds are being requested.

⁽²⁾ Amount requested for benefits not to exceed 40% of amount requested for salary or wage.

⁽³⁾ Include a list of the major supplies and materials and how much they cost.

⁽⁴⁾ Travel reimbursement rates are the same as similarly situated state employees.

⁽⁵⁾ Indirect costs include, for example, a pro rata share of rent, utilities, and salaries for certain positions indirectly supporting the proposed project but not directly staffing it. Amount requested for indirect costs should be capped at 10% of amount requested for "Total Personnel."

<http://www-coastal.ca.gov/web/>

Animal	Feet
Elephant	1500
Giraffe	1000
Kangaroo	500
Kangaroo Rat	250

1000

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